

Local public transport reform and transport demand: an empirical analysis^(*)

Elisabetta Venezia

**Department of Economic Sciences, University of Bari
e-mail: e.venezia@dse.uniba.it**

Abstract

At present, the structural reform of the Italian local public transport is aimed at a potential re-launching of the sector which should make the engaged resources more productive, and, at the same time, at the achievement of more general objectives linked to sustainable mobility, such as accident prevention measures, environmental protection, urban life quality and international market competitiveness.

Nevertheless, currently there is a limited true competition existing in the transport market and in many cases, especially in Italy, incumbents are the winners of the new tender procedures. Additionally, recent, changes in the legislation on local public services allow the assignment of transport services “in house”. This means that tendering procedures will no longer be compulsory. The consequence is that some local bodies have cancelled tendering procedures and some others have immediately assigned the service to the previous public operators. This is the case of Bari, which will be examined in depth. The effect is an increase in deficits, due to high level of wages unjustified by low productivity, and the complete thwarting of 8 years of work.

Nonetheless, it is advisable to consider users’ needs because they have changed and are strongly sensitive to the supplied quality service and to problems of urban life enjoyment and environmental sustainability. In this context, therefore, it could be useful to investigate a city like Bari - a southern Italian city strongly drawn to cars - with a twofold aim. On the one hand, the current supply of public transport – as perceived by users -, which is offered by local operators, is examined and, on the other hand, mobility needs and population behaviour in Bari and of those who use urban transport in Bari are studied. The idea behind this study is to overcome the crucial impediment in understanding urban travel patterns and the forces behind user attitudes which normally characterise city surveys. These surveys normally have demonstrated that urban travel data are insufficient in both quality and quantity, and are often not available in useful form. Nonetheless, the importance of attitudinal data in the transport literature has long been established, although understanding the facts that affect transport choice is not such an easy task.

This paper ends with the presentation of some empirical results stemming from the estimation of a random utility model. The main findings are that notwithstanding the existence of a mediocre transport urban service, people would be in favour of using buses in the future. But this shift towards public transport needs to be encouraged through appropriate policies which could culminate in the achievement of a greater sustainability, otherwise we will most certainly have a difficult future characterised by higher car ownership and car usage.

^(*) I gratefully acknowledge useful suggestions from participants at the Sustainable Planning Conference 2005, Bologna 12-14 September 2005 and at the 3rd International SIIV Congress “People, Land, Environment and Transport Infrastructures. Reliability and Development”, Bari 22-24 September, 2005.

1. Introduction

Public transport in urban areas is dominated by cars. At present, there is a renewed interest in revitalising public transport as one way of fighting the rising levels of traffic congestion, air quality deterioration and global warming. Particular emphasis is given to the role of buses to reduce car dependency.

The findings of this study will help policy makers in shaping policies and programmes in encouraging the use of public transport modes, as well as reducing the use of cars. Nevertheless, the legal framework is currently uncertain and is causing confusion both to operators and to local governments. Nonetheless, this cannot be an excuse for neglecting urban transport needs and supplying a service based only on standard demand. User needs change and they urgently need to be considered if controlling car use – thus reducing congestion – is to be a transport policy objective.

Based on a survey of 1886 respondents, the findings are that notwithstanding the existence of a mediocre transport urban service, people would be in favour of using buses in the future. However, this shift towards public transport needs to be encouraged through appropriate policies, which could culminate in the achievement of a greater sustainability, otherwise we will most certainly have a difficult future characterised by higher car ownership and car usage.

2. The legal framework and the economic context of public passenger transport

During the past decade, the economic conditions of the public transport sector in the European Union have changed greatly. Most European Member States have introduced competition in their legislation with regard to their public transport markets.

Broadly speaking, three basic strategies are currently used to regulate public transport:

- (i) Closed markets, in which operators are protected by exclusive rights and never face competition from other operators;
- (ii) Controlled competition, in which exclusive rights last for fixed periods and are awarded following competition between operators;
- (iii) Deregulation, in which there are no exclusive rights.

In many cases, the form assumed is the controlled competition, which is based on the regular renewal of exclusive rights, rather than on free access to the market. Where properly conducted, this market opening has proved to be successful, having improved cost-effectiveness and having brought the attention to service.

Public and private sector transport operators have taken advantage of the new opportunities, establishing themselves in other Member States and entering those markets.

Experience in the Member States shows that controlled competition can lead, with appropriate safeguards, to more alluring services at lower costs. It is not subject to obstruct the fulfilment of the particular missions assigned to transport operators, including the attainment of high standards of public service.

A recent report of Earchimede (2005), commissioned by ASSTRA and ANAV, shows some structural and performance indicators which currently characterise the public transport in some European countries, among which Italy is present. From Table 1 it comes out a very bad picture for the Italian market. In particular, Italy has the lowest local-level railway transport rate in comparison with the other analysed countries. Another important aspect is given by the kilometres covered by public operators in comparison with the private ones in different countries. From Table 1 it appears clear the prevalence of public operators in Italy compared with the full deregulation existing in the UK. The performance indicators are even worse for Italy, as its last place finish in profitability proves: the gross operative

profit on production value is equal to 6.5% against a European average of 10%. The other negative aspects are linked to the very high public funding per km and the level of traffic revenues. It is thus clear that a very critical situation exists: low service quality, very high labour cost and low average speed in urban areas. This last aspect is particularly penalising, on the one side, costs, and on the other side, the potential attraction of buses which is negatively affected by the absence of mobility policies.

Table 1 – Local transport - European comparisons

Structural indicators (%)							
	Italy	UK	Germany	France	Sweden	Holland	Belgium
P-km road	65	48	47	45	50	45	58
P-Km rail	35	52	53	55	50	55	42
Km per habitant	30.8	41.3	31.8	26.9	56.0	23.5	22.0
Average speed for buses (km/h)	20.2	24.0	20.7	23.7	27.3	22.6	21.2
Market share of the first 5 bus companies	27	66	37	82	72	49	77
Km public operators	68	5	52	36	24	95	72
Km private operators	32	95	48	64	76	5	28
Performance indicators (€)							
	Italy	UK	Germany	France	Sweden	Holland	Belgium
Public funds per km	2.2	0.6	1.5	1.9	0.9	1.5	2.0
Traffic revenues per km	1.08	1.49	2.39	1.14	1.07	0.98	1.00
Ordinary price ticket	0.84	1.53	1.89	1.26	1.95	1.60	1.40
Degree of cost coverage (%)	30.7	84.2	60.5	39.2	55.4	40.0	33.1
Labour costs per km	2.3	0.8	2.1	1.6	1.1	1.7	2.0
Km per worker	17,060	20,592	17,761	20,506	23,423	18,275	18,018

Source: Earchimede (2005).

By augmenting bus-only lanes, for example, the commercial speed could be increased and this could attract a portion of bus demand currently unsatisfied.

These are the early results of the structural reform of the Italian local public transport, which started basically with Law 549/1995 and Legislative Decrees 422/1997 and 400/1999, with the aims of a potential re-launching of the sector, which should have made the engaged resources more productive,

and, at the achievement of more general objectives linked to sustainable mobility, such as accident prevention measures, environmental protection, urban life quality and international market competitiveness.

But some problems arose with the local implementation of this reform and an example may be given by Apulia, a region for which the local public transport reform became effective with Law 13/1999 and Law 18/2002. Following the national legislation, the aims of these laws were, firstly, to create a coordinated and integrated public transport system meeting common needs of people and goods' mobility and, secondly, to make more efficient use of existing means of transport through the use of organisational, information and awareness tools with a strict respect of financial resources.

The initial idea was to assign services by way of public tenders, as a competitive instrument of local public transport system. The hope was that the adoption of competitive manoeuvres, although limited, could bring about economic advantages and appreciable qualitative improvements of transport services. This should have been possible due to new entrants on the market, that could favour for example the implementation of innovations, at present hampered by monopolistic conduct of incumbents which base the service on a standard and systematic transport demand. In this context, it is clear that quality – included the environmental aspects - is very important and has a score equal to 65%. The core idea of this tool of service assignment is the satisfaction of users needs through an efficient and sustainable service.

Nevertheless, the Municipality of Bari decided to assign “in house” the service, which means that the previous operator (AMTAB Servizi SpA) running the urban bus service could continue to supply the service with no tender at all. So we are back to monopoly: the transport urban service is provided by the same company as before the initial reform, with the only change given by the new legal structure of the incumbent¹. Currently the “*affair*” is under discussion and is pending an evaluation by an administrative tribunal whether or not this procedure is correct.

While awaiting the final decision, it is worth assessing users' needs especially of those who are potential users of the future. Determining their attitudes should tell us something about likely future levels of bus use and, at the same time, it can help putting some emphasis on the main weaknesses of the transport service at present supplied and suggest lessons to be learned from the survey results². This is of particular importance because the future transport operators should try to improve and rationalise the mobility supply, by improving customer satisfaction and optimising available resources. This can become an incentive for increasing the transport demand and using public buses more.

3. The context of public transport use in Bari

Following several laws and decrees on local public transport nationally, the recent public transport reform in Apulia became effective with the local public transport reform Law no. 13/1999, then abrogated from the regional Law no. 18/2002.

The main aims of the local reform were, firstly, to create a co-ordinated and integrated public transport system which could satisfy users' needs with respect to the scheme of local authorities planning, reflecting in turn the national one, and secondly to reach the public expenditure objectives of rationality and efficiency in the transport sector in order to guarantee a high quality transport service. Therefore, local public transport reform represents an instrument to improve transport quality services, based on the need to supply highly competitive transport services towards the satisfaction of more

¹ Boitani, A. - Cambini, C. (2004).

² Anble, J. (2005), Bresson, G., Dargay, J., Madre, J.L., Pirote, A. (2003), Cullinane, S. (2002), Cullinane, S., Cullinane, K. (2003), Ibrahim, M. F. (2003).

demanding transport users asking for better and renewed services.

With regard to the procedure assignment of local regional public transport service, Law 18/2002 sets public tenders, as a competitive instrument. Of particular relevance is the environmental factor, which assumes a high weight on the total score in the competitor's evaluation of proposals for the service assignment. Therefore, quality aspects assume a very important role - a score of 65% - while economic aspects have a burden of 35%. In other words, the law urges firms to offer a high quality service at a cheap level to get the service assignment. For these reasons, users' transport needs and peculiarities are crucial elements to guarantee the demand and supply matching and, therefore, to satisfy users' needs efficiently.

Nevertheless, it must be remembered that recently the Municipality of Bari has decided the assignment of transport services "in house". This means that the company (Amtab servizi spa), previously in charge of the transport service in the city of Bari, is continuing to do so, with no tendering procedures. But, subsequently, this kind of assignment (without tenders) has been cancelled by the central government and therefore now the final decision on what to do depends on the answer of the European Court in Strasburg to which the Administrative Tribunal asked for consultation.

It is advisable, anyway, that operators of urban transport service – with or without tenders – take in due consideration the exigencies of current and potential users, abandoning the idea that only systematic transport demand use urban buses. In fact, for operators this is a very easy way to organise the transport service, which is mainly an indication of lax behaviour, based on consolidated models, which exclude any type of dynamics. On the contrary, as it will be shown, presently, a component of urban bus demand is given by those who move in the city, for example, for leisure and shopping – therefore an erratic demand – and any effort to satisfy efficiently this demand segment could simply "fill" buses and gratify the demand with a possible medium and long term multiplier effect for the whole transport system. In brief, operators should change behaviour: they are "service producers", but they could also be demand developers.

For this reason, in the next sections, the survey results and an empirical analysis are presented to shed some light on these aspects. The underlying idea is to understand the composition of current demand for public urban transport and to capture useful and significant determinants of the potential demand which could have policy implications in the sense of encouraging the use of public transport, thus reducing the private car use.

How people move from place to place in the city is a major factor in whether objectives of urban transport policy are met. Indeed, assuring that a growing number of urban dwellers in all socio-economic strata have or could have access to the transport sector is the main goal and challenge facing transport and land-use policy-makers at this time.

3.1 Evidence From The Literature

The importance of attitudinal data in the transport literature has long been established³. Nevertheless, understanding the facts that affect transport choice is not such an easy task. Attitudes are commonly defined as hypothetical constructs that are derived from different evaluative responses to a specified objective. Aspects, which affect attitudes, are usually classified as: behavioural, affective and cognitive⁴. By considering these aspects in the analysis, it can surely increase the predictive ability of a model by a clearer specification of the relationship between attitudes and behaviour. This relation, improved with some social elements, gave way to the theory of planned behaviour elaborated by

³ For an ample review on travellers' attitudes see Ibrahim, M. F. (2003) and Polk, M. (2003).

⁴ See Eagley, A.-Chaiken, S. (1993).

Ajzen in 1991 and has been subsequently applied to transport research especially with regard to environmental problems⁵. These studies drew to the conclusion that transport mode choice is largely a reasoned decision related particularly to attitudes. Other authors, on the other side, suggest including independent measures of habit to improve further the predictive capability of attitude-behaviour studies⁶.

More generally, Recker and Golob in their paper found that attitudinal data may be better predictors of modal choice than the traditional objective measures, such as travel time and cost. With regard to this approach, Recker and Stevens considered some attributes of relevance for shopping activities, as reported in Table 2. Some of this attributes are still valid although, as the results of the questionnaire will show, some elements have a different burden in the modal choice of bus service in comparison with alternative modes.

Table 2 – Attributes descriptors of modal choice

Modes/attributes			
Walk	Bus	Taxi	Car
Night safety	Reliability	Cost	Flexibility
Day safety	Punctuality	Courtesy	Cost
Effort	Flexibility	Honesty	Privacy
Time	Class of riders	Waiting time	Added opportunities
Getting lost	Status	Driving capability	Safety
Weather	Comfort	Safety	Status
Crossings	Privacy		Enjoyment
Parcel convenience	Cost		
Status	Night safety		
Adequate sidewalks	Day safety		
	Safety		
	Convenience		
	Parcel convenience		
	Grocery practicality		
	Route familiarity		
	Transfer		

Source: Recker, W.– Stevens, R. (1976).

The approach taken in this work is loosely based upon the aforementioned theoretical framework, although it will not test the applicability of any specific theory, but rather examine the possible factors that can be used to better understand travel patterns and more specifically bus use.

⁵ See, for example Kaiser, F.-Wölfing, S.-Fuhrer, U. (1999).

⁶ For a clear and essential review on these studies, see Anable, J. (2005).

3.2 Methodology And Background Statistics

In this section, results of an interview survey of 1886 respondents conducted in Bari in 2001 are presented. A non-probability sampling technique was adopted and great care was taken to try to ensure that the sample was as representative as possible. Respondents were approached mostly in the city centre area to achieve a wide geographical area and to reduce the bias associated with approaching only bus users. The time of the day was 7.00-21.00.

The questionnaire was designed and formulated to explore individual relations to buses. The objective of the survey was to obtain a wide range of information on urban transport user habits and to investigate perceptions of environmental and traffic problems. In particular, there appeared to be little concern regarding pollution and congestion problems. Though the questionnaire was very broad in scope, the topics that will be presented in this article pertain to users' behaviour and evaluate the probability of respondents using buses, according to some characteristics.

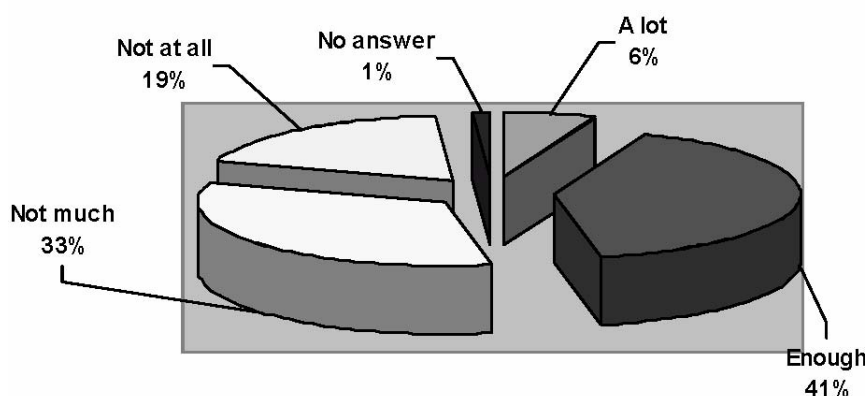
The sample is made up of 45% males and 55% females and the age composition of our sample is structured with 32% of users aged 19-29, followed by 29% aged 30-50, while 16% are over 65, 13% are aged 51-65 and, finally, 10% is represented by users younger than 19.

As for the occupational composition of the sample, students account for 30% of the respondents, homemakers for 19% and pensioners for 14%. Only 33% of total passengers are workers, mainly employees (25%), while the self-employed are only 8%.

As shown by Figure 1, public transport in Bari is generally perceived badly: 19% of respondents are very dissatisfied with bus service, while 33% are not very satisfied. This is a clear indication of how much work must be done by operators to regain credibility from their users.

Results point out that public transport users are those who have no cars or other transport means. As a matter of fact, 64% of the total respondents have no private means all day long. Only 24% of all respondents have other means, while the remaining 12% can use alternatives only occasionally. Furthermore, 73% of the respondents use buses daily and 51% of the total purchase season tickets.

Fig. 1 - Degree of bus satisfaction



Among those who use bus services, 69% consider comfortable to use buses, especially because for 54% of bus passengers it avoids parking problems. Other bus use advantages are given by the fact that it is cheaper for 23% and less polluting for 13% in comparison with other urban transport means.

Most journeys were made for commuting, school travel and for shopping and buses were the most

preferred means of transport for all kinds of journeys (see Table 3).

As for expectations, service frequency, high-quality vehicles, convenient and more direct connections for all public modes as well as for the private ones play an important role. More precisely, among bus users, 86% expressed some suggestions for improving the attraction of bus services. In particular, 31% of users ask for higher frequency, 22% desire more punctuality and 17% would like to have more direct connections in the city.

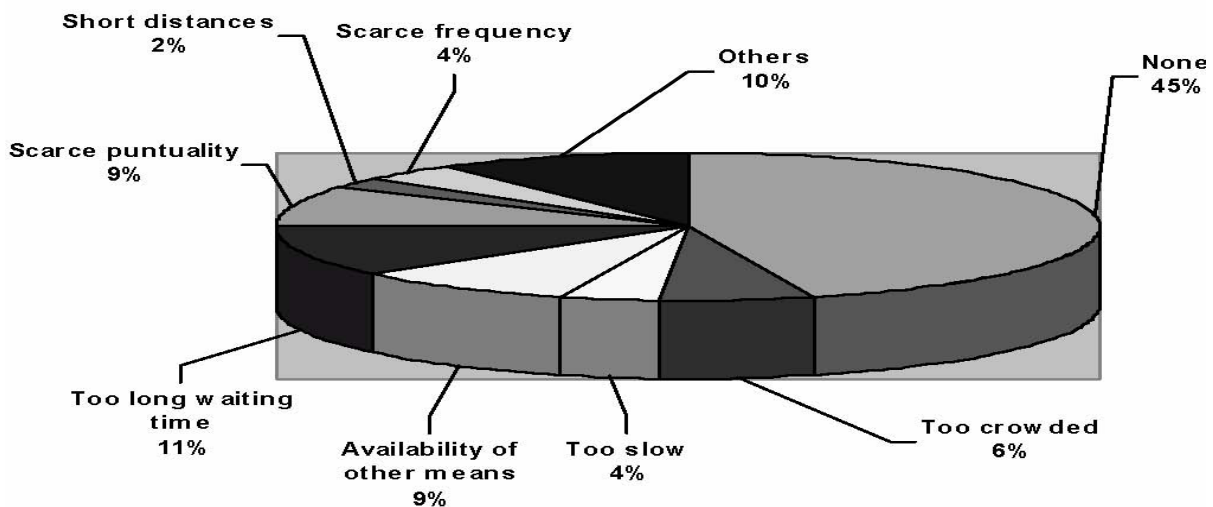
Furthermore, many users desire safety enforcement on board: 70% of passengers fear road accidents, pickpockets and violence on board.

In the questionnaire there was also a question on the reasons for not using buses in order to have a clearer picture on the main weakness of the transport service supplied in Bari. As illustrated in Figure 2, of particular importance are the answers “too long waiting time” and “scarce frequency” which are clear indications of efforts which should be made in terms of better connections and higher frequency if the bus operator service wants to reclaim that part of the latent demand which could be expressed on the market. Another relevant aspect is the “scarce punctuality” which, in Bari, could be mainly attributed to a chaotic congestion during peak hours. Of course, this aspect is the result of an absence of policies in favour of mobility based on buses. As a matter of fact, development policies have too

Table 3 - Choice of transport for individuals’ journeys to various destinations

		Scopes for using buses					Total
			School/working activity	Leisure activities	Shopping	Others	
Urban transport mode normally used	Bus	Count	651	357	543	15	1566
		Table %	34.5	18.9	28.8	0.8	83.0
	Private mode	Count	76	41	90		207
		Table %	4.0	2.2	4.8		11.0
	Foot	Count	46	17	46	4	113
		Table %	2.4	0.9	2.4	0.2	6.0
Total	Count		773	415	679	19	1886
	Table %		41.0	22.0	36.0	1.0	100

Fig. 2 - Reasons for not using buses



often tended to be based on the assumed superiority of motorised private transport as the sole means of meeting movement needs. On the contrary, there is a strong argument to be made in favour of those who would like to switch over to buses or increase their use. Thus, it is important that policy and decision makers need to be more aware of the consequences of continued imbalanced policies in a transport system that currently overlooks travel needs. This should bring back policy makers to the often mentioned idea of “re-inventing” the very notion of what transport is for.

3.3 Empirical Results

To give a further interpretation of data on individual choice related to bus service provided in Bari, the random utility model has been used⁷.

Briefly, as indicated by Green (1997), suppose that y_m and y_p represent the individual’s utility of two choices, denoted U_a e U_b . The observed choice between the two reveals which one provides the greater utility. Therefore, the observed indicator equals 1 if $U_a > U_b$ and 0 if $U_a \leq U_b$. A common formulation of the linear random utility model is:

$$U_a = \beta'_a x + \varepsilon_a \text{ and}$$

$$U_b = \beta'_b x + \varepsilon_b.$$

Then if we denote by $Y=1$ the consumer’s choice of alternative a, we have:

$$\begin{aligned} \text{Prob}[Y=1|x] &= \text{Prob}[U_a > U_b] \\ &= \text{Prob}[\beta'_a x + \varepsilon_a - \beta'_b x - \varepsilon_b > 0|x] \\ &= \text{Prob}[(\beta_a - \beta_b)' x + \varepsilon_a - \varepsilon_b > 0|x] \\ &= \text{Prob}[\beta'x + \varepsilon > 0|x]. \end{aligned}$$

In this paper, the individual’s utility of two choices – bus transit and private means – is estimated by binary logistic regression and logistic regression coefficients are used to estimate odds ratios for each independent variable in the model. The values assumed by the dependent variable, as the probability of using buses, are equal to one. All the values assumed by independent variables have been transformed into dummy variables in order to capture each characteristic of independent variables represented by sex, occupational status and so on. Equations have been estimated by using single attributes to avoid evident correlation problems and a consequent self-selectivity involved in the data. Here, the selection is given by the significance of parameters, which has been checked with the Wald statistic at a 5% level. All parameters have been chosen with the Wald forward selection method and values reported in Table 4 are all significant in accordance with the Wald test⁸.

Results presented in Table 4 (looking at the final column headed with Exp(B)) indicate the probability linked to the individual choice related to the bus service with respect to some characteristics of

⁷ This model is one of the most used for the simulation of transport demand; nevertheless, it may present some problems. On this point, see Cascetta, E.-Papola, A. (2001), Maddala, G.S. (1999), Green, W.H. (1997).

⁸ The Wald test is a way of testing the significance of particular explanatory variables in a statistical model. In a logistic regression, there is a binary outcome and more explanatory variables. For each explanatory variable in the model, there is an associated parameter, which needs to be tested in terms of significance.

Table 4 – Individual choice related to bus service provided in Bari

Variables in the equation		B	S.E.	Wald	Exp(B)
	Sex				
1	Male	1,271	,083	234,655	3,565
2	Female	1,908	,093	424,734	6,739
	Age				
1	< 19	1,347	,180	56,166	3,846
2	19-29	1,691	,112	226,991	5,426
3	30-50	1,346	,106	162,349	3,841
4	Over 51	1,634	,173	89,376	5,125
	Occupational status				
1	Student	1,896	,125	231,407	6,662
2	Self-employed workers	,921	,180	26,084	2,512
3	Housewives	1,362	,131	107,810	3,904
4	Employees	1,457	,118	153,187	4,292
5	Pensioners	2,172	,203	114,371	8,778
6	Others	1,472	,296	24,666	4,357
	Availability of other transport means				
1	Always	1,161	,110	110,948	3,194
2	Sometimes	-2,718	,276	96,985	,066
	Main reasons for using buses				
1	Punctuality	3,073	,457	45,118	21,600
2	Comfort	2,799	,127	487,311	16,424
3	Others	1,281	,169	57,784	3,600
	Frequency in bus use				
1	Every day	4,168	,220	359,214	64,571
2	2-3 times a week	1,224	,208	34,718	3,400
3	Rarely	-4,174	,713	34,323	,015
	Scopes for using buses				
1	School/ Working activity	1,674	,099	288,088	5,336
2	Leisure activity	1,817	,142	164,777	6,155
3	Shopping	1,384	,096	208,462	3,993
4	Others	1,322	,563	5,517	3,750
	Main advantages from using buses In comparison with other transport means				
1	No parking problem	2,277	,113	404,269	9,744
2	Cheaper	1,566	,127	152,110	4,787
3	Less polluting	,810	,125	42,200	2,247
4	Others	,850	,152	31,349	2,339

5	No answer	1,322	,563	5,517	3,750
	Type of bus ticket				
1	Season-ticket	3,307	,175	358,619	27,294
2	Daily ticket	,802	,071	127,127	2,231

respondents. In particular, among independent variables, there is a large number of discrete or dummy variables such as sex, occupational status, availability of other transport means (besides buses), reason for using buses, frequency in the bus use, main advantages from using buses in comparison with other transport means and, finally, type of bus ticket.

Determining the users' attitudes should inform us about probable future levels of public transport demand.

Starting with sex, results indicate that females are more likely to be bus users than males. As a matter of fact, women have nearly twice as much the probability of using buses in comparison with males. This aspect has a variety of implications, among which the demand for mobility which is strictly linked to the quality of life of this population segment. Therefore, transport policies should aim at improving transport provision to women⁹.

As for age, figures show that the probability of using buses is particularly important for those belonging to the 19-29 year-old range, followed by respondents who are over the 51 year-old range. In particular, today's elderly form the first generation of retired people that have experienced mass car ownership. Generally, this group is expected to go on being car oriented and the fact that they have expressed this preference means that with opportune policies a switch to buses could be possible¹⁰. Buses are also important for the elderly who can no longer drive or no longer wish to do so. This is confirmed also by results obtained running the empirical analysis with regard to occupational status. In fact, pensioners and students result being the two categories more in favour of using buses in comparison with private means. As for students, the bus use can be explained by the fact that they represent a systematic demand and that for them it is cheap and quick to move with buses instead of cars, which are mainly used for leisure activities. Furthermore, buses are also an imperative means of travel for young people who cannot afford a car.

As for the availability of other transport means, those who expressed a higher probability of using buses are those who always have a car, although currently those who use buses and have always a car are only 18,3% of the total respondents. This is a very good indication because for the future these figures are underlying propensities for changing behaviour. It is clear that the potential for incentives to change car use can be seen.

With regard to the main reason for using buses, due to the very high congestion in the city centre - even if it may appear strange -, buses guarantee more punctuality than private means - mainly due to congestion and parking problems - and therefore, for this reason, respondents would be more in favour of using collective modes. Thus, congestion can potentially induce a substantial modal switch and assume the role of natural deterrent. The other reason which can push people to use buses is the comfort. In order to understand this final result, it has to be crossed with advantages from bus use. In fact, of all the respondents, those who feel that buses are comfortable because doing so they do not have normal problems that they could have with cars, such as parking problems, represent a large part of the sample: 37%. Problems with parking thus have a very large deterrent effect on car use. This can help to support that improving parking availability - only in such a way to make car users' lives more comfortable - is not the answer for improving urban transport in Bari, since it leads to the release of a

⁹ For a wider analysis of segment population, see Venezia, E. (2005).

¹⁰ Also on this segment, a more in-depth analysis is contained in Venezia, E. (2005).

latent demand for car use and would generate new traffic. It should be noted that parking facilities are almost as damaging to public transport as car availability¹¹.

Moreover, if frequency is considered, those who would like to use buses are, quite reasonable, those who now use buses every day.

As for scopes, transit due to leisure activities and school/working activities are almost one a half times more important than those who would like to use buses for shopping, although the odd ratio for this scope is, in absolute term, very high. Somewhat surprisingly is the willingness to use buses for leisure activities, but this is probably due to the fact that on the basis of survey results 19% of the total respondents use buses for this scope and, of all 1886 respondents, 15% of those use buses for leisure activities, do not have other available modes.

Among the main advantages from potential use of buses, respondents indicate “no parking problem” and the fact that this transport mode is cheaper in comparison with alternatives. So, the study indicates that individuals would behave rationally with regard to the choice between public and private transport. In fact, in congested areas, where parking is also a problem, they would tend to use public transport. Therefore, making parking more difficult and expensive would also help.

Finally, as it was reasonable, those who would like to use buses are those who have season tickets in comparison with those who buy daily tickets.

4. Conclusions

Given the broad spectrum of actors potentially impacted by urban travel activity, a mix of complementary measures needs to be developed to provide a clear incentive to reduce the impacts of urban travel. This involves a better transport planning, both on a strategic national level, and on regional and local levels. It involves finding ways to manage growth in car use and ensuring that alternative modes of travel to car are promoted, so that there are alternatives available to the individual traveller. As suggested by ECMT (2001), pricing instruments, legal and regulatory tools, currently available technology, and public information are some of the main policy tools available.

The survey and the empirical analysis suggest that one best direct option is simply not to improve congestion, although congestion – as it is – also affects bus use. In this case one can simply suggest to increase the space allocated to buses – for example through bus-only lanes – and thus reducing the road space allocated to car traffic. So doing, at least, buses can guarantee affordable services, although some other general improvements are requested, such as a higher frequency.

The results of the survey also suggest that, although current bus users are not strongly satisfied with the urban transport service offered, in the future there could be some hope, especially if – regardless of the final end of the reform process – operators take into consideration what their clients need.

References

AJZEN, I. (1991), “The theory of planned behaviour”, *Organizational behaviour and human decision process*, 50, pp. 179-211.

ANBLE, J. (2005), “‘Complacent Car Addicts’ or ‘Aspiring Environmentalists’? Identifying travel behaviour segments using attitude theory”, *Transport Policy*, 12, pp. 65-78.

¹¹ On this point see, for example, Bresson, G.-Dargay, J.-Madre, J.L.-Pirrotte, A. (2003).

- BOITANI, A.- CAMBINI, C. (2004), “Le gare per i servizi di trasporto locale in Europa e in Italia: molto rumore per nulla?”, HERMES, Working Paper, 1.
- BRESSON, G.-DARGAY, J.-MADRE, J.L.-PIROTTE, A. (2003), “The main determinants of the demand for public transport: a comparative analysis of England and France using shrinkage estimators”, *Transportation Research*, Part A, 37, pp. 605-627.
- CASCETTA, E.-PAPOLA, A. (2001), Random utility models with implicit availability/perception of choice alternatives for the simulation of travel demand, *Transportation Research*, part C.
- CULLINANE, S. (2002), “The relationship between car ownership and public transport provision: a case study of Hong Kong”, *Transport Policy*, no. 9, pp. 29-39.
- CULLINANE, S., CULLINANE, K. (2003), Car dependence in a public transport dominated city: evidence from Hong Kong, *Transportation Research*, part D, no. 8, PP. 129-138.
- EARCHIMEDE (2005), Strategy Consultants, La resa dei conti, Rapporto sul trasporto pubblico locale: situazione attuale e prospettive evolutive.
- ECMT (2001), Implementing sustainable urban transport policies, Council of Ministers, OECD.
- EAGLEY, A.-CHAIKEN, S. (1993), *The psychology of attitudes*, Harcourt Brace Jovanovich College Publishers, New York.
- GOBBO, F. (2004), Tutela e promozione della concorrenza nei servizi pubblici locali, Seminario “I servizi pubblici locali: opportunità e rischi”, Nomisma, Bologna, 28 settembre 2004.
- GREEN, W.H. (1997), *Econometric analysis*, Prentice-Hall International, London.
- IBRAHIM, M. F. (2003), “Car ownership and attitudes towards transport modes for shopping purposes in Singapore”, *Transportation*, 30, pp. 435-457.
- KAISER, F.-WÖLFING, S.-FUHRER, U. (1999), Environmental attitude and ecological behaviour, *Journal of Environmental Psychology*, 19, pp.1-19.
- LIBERATI, P.-MARCUCCI, E. (2003), Local public transport, public subsidies and short-run impact of regulation in Italy.
- MADDALA, G.S. (1999) *Limited-dependent and qualitative variables in econometrics*, Cambridge University Press, Cambridge.
- POLK, M. (2003), Are women potentially more accommodating than men to a sustainable transportation system in Sweden?, *Transportation Research*, part D, 8, pp. 75-95.
- RECKER, W.-GOLOB, T.F. (1976), “An attitudinal modal choice model”, *Transportation Research*, 10, pp. 299-310.
- RECKER, W.-STEVENS, R. (1976), “Attitudinal models of modal choice: the multinomial case for

selected nonwork trips”, *Transportation*, 3, pp. 343-356.

VENEZIA, E. (2005), “A future for urban transport sustainability? Evidence from Bari”, in VENEZIA, E. (ed.), *Trasporto urbano*, Franco Angeli, Milan.